(SHRI K. R. NARAYANAN): (a) and (b) Yes, Sir, ICAR|CSIR|ICMR are having some interaction with the industries for introducing promoting and validating technologies and products in biotechnology. These agencies especially CSIR and the Deptt. of Biotechnology are making necessary efforts to improve interaction with the industries, particularly through seminars, workshops etc. These interactions will become greater as more progress is being made through indigenous research for development of new products and technologies in the areas of industry medicine, agriculture, energy and environment through emerging new biotechologies.

Monitoring of Budget deficit

2198. SHRI GHULAM RASOOL MATTO: Will the Minister of FINANCE be pleased to state:

(a) what is the final Budget Deficit computed for the year 1985-86;

(b) what is the final Budget deficit computed for the year 1986-87 and if it has not been computed, what are the revised estimates of this budget deficit for the year 1986-87; and

(c) whether on the basis of the three months working of the year 1987-88, the Government is confident of keeping the deficit at the level projected in the Budget Speech and what type of monitoring is being done and what steps are being taken to ensure that this deficit will remain within the Budgetary provisions?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B. K. GADHVI): (a) The year 1985-86 closed with a budgetary deficit of Rs. 4937 crores. This is exclusive of Rs. 1628 crores of loans given to State Governments to clear their overdraft.

(b) The actual deficit for the year will be known only after the Accounts for 1986-87 are closed. The deficit envisaged in the revised estimates for 1986-87 amounted to Rs. 8285 crores, which is inclusive of Rs. 1200 crores of loans advanced to Food Corporation of India to finance buffer stocks of foodgrains which were earlier financed by bank credit.

(c) The deficit at any particular point during the course of the year is not an indicator of the eventual year and deficit. Government is, however, keeping a close watch over the budgetary position and instructions have been issued to Ministries/Departments to observe strict budgetary control.

Indian Air Force Accidents

2199. SHRI SURESH KALMADI: Will the Minister of DEFENCE be pleased to state:

(a) what is the number of Indian Air Force accidents which have taken place during the last one year and what were the causes;

(b) what is the number of Indian Air Force aircrafts which have been lost due to bird hits during the same period; and

(c) what steps are being taken to avoid such accidents?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI SHIVRAJ PATIL): (a) Information regarding the number of accidents or their causes during a particular period is classified, and cannot be divulged in the public interest.

(b) Some aircraft were lost during the last year due to bird hits.

(c) The major causes of air accidents have been identified to be human error, technical defects and bird strikes. A number of steps have been taken to reduce accidents due to these causes which is an on-going process. Some of them are given below:—

Human errors

The important remedial measures taken to reduce human error accidents are:—

(i) The training pattern has been modified and a new syllabbi has been introduced with emphasis on advanced operational training exercises.

(ii) The training syllabbi have been reviewed in depth to ensure that junior

pilots are introduced to high workload/ high risk exercises in a progressive/regulated manner. Standards for each phase of training have been set and are being monitored.

(iii) Radio and Navigational aids are being given particular attention. Mandatory requirement of essential aids at airfields has been defined.

(iv) Appropriate instructions have been issued to ensure that medical factors like aircrew fatigue and hypoglycemia do not contribute to accidents.

(v) Instrument flying training and night flying training have been reviewed to meet operational requirements by day and night.

(vi) Setting and quantification of flying training standards in flying training establishments have been established.

(vii) A system of monitoring training standards and standards of Qualifying Flying Instructors has been introduced.

Technical defects

The major steps taken/being taken to reduce accidents by technical defects are:—

(i) Accidents due to design or manufacturing deficiencies are brought to the notice of the manufacturers for introducing modifications in aircraft. Pending such modifications, short term remedial measures in consultation with them, are expeditiously implemented.

(ii) Technical type Training Schools are being set up for various type of aircraft. Technicians will be given extended training on particular aircraft types.

(iii) Setting and quantification of standards in technical training establishments has been undertaken.

(iv) The Crew Chief System of aircraft servicing has been introduced on a trial basis.

(v) The training period for Branch commissioned Officers has been extended to include technical and management education.

(vi) Wing Maintenance has been restructured and percentage of untrained technicians reduced.

(vii) Experienced Supervisors have been placed In-charge of aircraft servicing repairs, and teams of technicians formed to service particular aircraft.

Bird strikes

Due to the increased urbanisation and industrialisation bird hazard to aircraft is on the increase. The steps taken to avoid bird strike accidents are:—

(i) Airfield Environment Management Committees have been set up under the Chairmanship of the concerned Collector/Distt. Magistrate to take necessary steps to keep the environment around airfields safe for flying.

(ii) Bird hazard combat teams have been established on an experimental basis at 5 selected airfields. These teams report bird activity to pilots and also kill/scare away the birds.

(iii) Use of bird watchers at airfields to keep pilots informed about bird activity in the airfield circuit areas.

(iv) Publicity drive by means of radio, TV, newspapers and posters is being undertaken to educate the general public about bird hazard to aircraft and necessity to maintain clean environment around airfields.

(v) The State Governments and local bodies are being regularly contacted to take steps for sanitation of areas outside the perimeter of Defence airfields.

Talks with Swiss Government

2200. SHRI VIRENDRA VERMA:
SHRI RAM NARESH KUSHAWAHA:
SHRI SHARAD YADAV:

Will the Minister of FINANCE be pleased to state:

(a) what are the names, with ranks, of the officers recently sent by the Government to Berne stating the purpose of sending the official delegation;